

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

March 18, 2010

Thank you for attending the public information open house for EDS00-0500-00(005) Bartow County, P.I. No. 661950, the proposed construction of the US 411 Connector. In this handout package you will find a project description, location map and comment card.

As you enter the room, you will notice displays of the proposed project. Department of Transportation (DOT) representatives, who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a DOT representative. There will be no formal presentation.

A court reporter will be available for those persons who would like to make a verbal statement about the project. You may also complete a comment card and deposit it into the box provided here or send in written comments about the project until April 1, 2010. Written comments should be sent to Mr. Glenn Bowman, P.E., State Environmental Administrator, Georgia Department of Transportation, 600 West Peachtree Street NW, 16th Floor, Atlanta, Georgia 30308. Comments can also be made via the web at www.dot.ga.gov. Click on **Public Outreach** from the **Information Center** dropdown menu at the top right side of the page. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department know your view of the proposal.

The displays and plans will be available for review for ten days after the public information open house at the Georgia Department of Transportation District Six Office located at 500 Joe Frank Harris Parkway, Cartersville, Georgia. A copy of all comments received will be available for public review at this same location and at the Georgia Department of Transportation, Office of Environmental Services, 600 West Peachtree Street NW, 16th Floor, Atlanta, Georgia 30308, as soon as compilation is completed.

Again, thank you for attending this public information open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact the project manager Albert Shelby at (404) 631-1758 or Amber Phillips at (404) 631-1117 of the Office of Environmental Services.

Sincerely,

A handwritten signature in cursive script that reads "Bobby Hilliard".

Bobby Hilliard, PE
State Program Delivery Engineer

BH/AP

Attachments

Construction of the US 411 Connector
Project Number: EDS00-0500-00(005)
PI Number: 661950
Bartow County

PROJECT DESCRIPTION

The proposed project would provide a new US 411 to I-75 connection by constructing a rural freeway on new location between the existing US 411/US 41 Interchange and existing SR 20 east of I-75. Interchange improvements are proposed at US 41. New interchanges would be proposed at SR 61 and at I-75/SR20. The rural freeway would consist of four-lane facility with 12-foot lanes in each direction, a 44-foot depressed grass median, 2-foot paved inside shoulder, and a 6.5-foot paved outside shoulder.

The length of the proposed project is approximately 7.31 miles, beginning at the intersection of US 411 and US 41 and ending at SR 20 east of I-75, and located entirely within Bartow County. Right-of-way required for the project is approximately 250 feet.

CHANGES FROM 2-12-08 PIOH

As a result of the Interchange Justification Report (IJR), for the proposed interchange of US 411 connector with I-75, several modifications have taken place. The following is a list of modifications that are presented in the present version of Alternative D-VE that result in the removal of the movements that originally utilized SR 20.

- A bridge over Clifton Way has been added to the project (provides access to the parcels north of the proposed US 411 Connector in lieu of breaking the limited access to provided a driveway). Originally there was a gated driveway from US 411 that provided access to these properties.
- The interchange at 411 and I-75 has been modified from a split diamond interchange to a loop ramp configuration for northbound I-75 to westbound US 411 Connector traffic.
- An Additional lane (auxiliary lane) on northbound I-75 between the entrance ramp from SR 20 to northbound I-75 (existing interchange south of the project corridor) to the loop ramp has been added.
- CR 267 has been re-aligned from the west side of Canton Road Church of God to the East side to facilitate the placement of the loop ramp. The intersection of CR 267 at SR 20 will be signalized.
- Simpson Circle has been shifted approximately 700 feet to the north to line up with CR 267. The Dean Road intersection with SR 20 was removed and will have a cul-de-sac. Access is provided on the re-aligned Simpson Circle/CR 267.
- At the I-75/SR 20 interchange, the southbound exit ramp will be shifted approximately 750 ft. to the north to facilitate the entrance ramp from US 411 Connector to Southbound I-75.

Although some of the project details, including the modified interchange at I-75 and other construction and engineering details as identified above are being incorporated into the preferred alternative, the alignment of the US 411 Connector has not changed. The Preferred Alternative is referred to as *Alternative D-VE*, and is identified graphically on the next page.



U.S. 411 Connector
Bartow County
Project No.
EDS00-0500-00 (005)
P.I. No. 661950
Bartow County,
Georgia

ALTERNATIVE D-VE

Legend

—	Proposed Pavement	—	Expressways
—	Right of Way	—	Major Roads
—		—	Roads

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PURPOSE & NEED

The purpose of the proposed connector is to provide a direct link between US 411 at its interchange with SR 3/US 41, west of Cartersville, and I-75. Traffic currently travels south on the combined route of SR 20/US 411 and SR 3/US 41 to the interchange with SR 61. Depending upon the intended travel direction on I-75 (south or north), there are currently two different routes that may be taken. Traffic traveling south on I-75 follows SR 20 after proceeding through the interchange with SR 61. Traffic to destinations accessed from north I-75 continues on SR 61/US 411.

Both SR 20 and SR 3/US 41 are experiencing accident rates that are higher than the state average for this type of road. Although projects have been programmed to improve SR 20 and the SR 61 interchange, no additional capacity is planned for US 41. The new connector is needed to divert traffic away from the SR 3/US 41 corridor. The existing SR 3/US 41 facility has the capacity to meet local travel demands and provide access to commercial and residential development located in the US 41 corridor, assuming through traffic volumes are provided an alternate route.

The construction of the US 411 Connector would provide a more direct connection to I-75 for through-traffic from western Bartow County as well as Floyd County and westward into Alabama. In addition, regional through-traffic would be separated from local traffic along the existing connection (US 411/US 41 and SR 20), substantially improving the safety and convenience of local access and circulation by reducing congestion in the corridor. The diversion of through truck traffic away from the existing connection would enhance the safety and operation of SR 20 and US 41/SR 3. The continued growth and economic vitality of Bartow and Floyd counties and the cities of Cartersville and Rome would be supported by the implementation of the US 411 Connector by improving access to the interstate system for both general and truck traffic. In addition, the City of Cartersville and surrounding areas of Bartow County would benefit from the congestion relief on the local road system provided by the US 411 Connector. The construction of the US 411 Connector is necessary to maintain the safe and efficient operation of the arterial roadway system in Bartow County.

PROJECT HISTORY

The Georgia Department of Transportation (GDOT), in consultation with other local, State, and Federal agencies, and in accordance with the requirements of the National Environmental Policy Act (NEPA), has evaluated the need to provide improved access to I-75 from the US 411 corridor. Based upon studies documented in the Supplemental Environmental Impact Statement (SEIS) about the need and purpose of the project and the associated impacts to the human, physical and natural environment with the proposed action, the *D Avoidance and Minimization* Alternative was identified as the Preferred Alternative.

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The Preferred Alternative was identified through an extensive evaluation process, which examined a broad range of potential solutions for improving the interstate connectivity and improving mobility and safety in the corridor. Based on the extensive analysis conducted as part of the SEIS process, five build alternatives (with 5 variations) and the no-build alternative were identified and studied for the US 411 Connector project. The build alternatives determined to be reasonable included Alternatives A, AB, B, D, and D-Avoidance and Minimization Variation.

Many concepts were explored in detail before the five reasonable build alternatives were identified. A total of nine (9) build concepts, a no-build alternative, and transportation system management alternatives were considered. Of these alternatives, only the five listed above were determined to be reasonable. NEPA also requires that the No Build Alternative be considered; however, this alternative is not considered reasonable as it does not satisfy the project need and purpose. For the build alternatives, the "reasonable" determination was based on the factors that most distinguished the alternatives: achieving the purpose and need of the project, avoiding use of National Register of Historic Places (NRHP) historic sites, and minimizing both the number of displacements and the degree of community disruption.

CONCEPT & EVALUATION

Criteria were established to screen all concepts to identify those most suitable for development into reasonable alternatives. The concepts were developed and evaluated by comparing (1) what the concepts provide (i.e., how well the concepts meet the project need and purpose), and (2) what the concepts cost, in terms of money, difficulty of construction, and environmental impact.

- Because of the increasing traffic needs in the project area as indicated in Section 1 of the FSEIS, the recommendations were based first on the extent to which each concept is expected to attract traffic to the new US 411 Connector and the extent to which each concept reduces traffic on the existing connection (US 41 and SR 20).
- Next, general engineering considerations were reviewed to identify significant impacts and fatal flaws that might erode or negate the identified advantages. Each concept alignment was evaluated for:
 - Constructability
 - Length of alignment in new right-of-way
 - Number of new and reconstructed interchanges
 - I-75 interchange spacing
- Next, environmental impacts were reviewed to identify significant impacts and fatal flaws that might erode or negate the identified advantages. Each concept alignment was evaluated to determine approximate impacts to three specific

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environmental areas including natural, cultural, and social resources. For this evaluation the resource areas are defined as follows:

- Natural Resources: wetlands, streams and threatened/endangered species communities.
- Cultural Resources: historic resources and districts listed in or determined eligible for the National Register of Historic Places.
- Social Resources: low-income or minority populations and community facilities (churches, fire stations, schools).

In addition, a concept-level "economic viability indicator" (EVI) was developed to assist in the screening of the concepts. The EVI used for the concept evaluation process comprised an estimate of the total travel time savings associated with each concept (as compared to the No-Build) divided by a concept-level project cost estimate for each concept. An EVI value of 1.00 indicates that benefits equal costs; for EVIs greater than 1.00, benefits exceed cost, and for EVIs less than 1.00, cost exceed benefits. More details regarding the EVIs can be found in the Concepts Screening Report (CSR), which is on file at GDOT.

As the CSR reported, the results of the concept traffic analysis were quite clear: Concepts B and D attracted larger volumes of traffic and provide substantial relief to the existing US 411-I-75 connection (i.e., SR 3/US 41 and SR 20), while each of the other concepts on new location, including Concept F "Modified", attracted significantly less traffic and provided no relief for the existing US 411-I-75 connection. Concept A, which utilizes the existing corridor, attracted a significant volume of traffic, but did not provide relief to the existing connection.

The results indicate that the more northerly concepts are not expected to attract traffic away from the local roadway network. The primary reason for the northerly concepts' inability to attract traffic is twofold: (1) most of the traffic in the existing corridor currently is traveling to or from southerly destinations, and traffic forecasts indicate that this pattern will continue in the future, and (2) with the construction of programmed improvements on the existing corridor (i.e., the SR20 and US 41/SR 61 interchange improvements), and with increasing future traffic volumes and congestion on I-75, the existing corridor will provide a faster route to I-75 South than would the northerly US 411 Connector concepts. In other words, the northerly concepts did not provide a better route to where most traffic wants to go than does the existing corridor.

The regional traffic forecasting model used in this project, based on adopted population/employment forecasts and adopted transportation plans, forecasts heavier travel demand for destinations to and from the south. Origin-Destination surveys conducted at the time of the original EIS and again in January 2004 also indicated most travelers through the corridor had ultimate destinations south of the study area.

Georgia Department of Transportation

Public Information Open House Comment Card

Project EDS00-0500-00(005), Bartow County, P.I. No. 661950

March 18, 2010

Please print responses.

Name _____

Address _____

Do you support the project? ☐ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments _____

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth
☐ Other _____

Was the location of the meeting convenient for you to attend? ☐ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☐ Yes ☐ No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the DOT personnel? ☐ Yes ☐ No

Do you understand the project after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way Georgia DOT conducts public meetings.

Mail To:

Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308